

therefore, is not subject to Air Pollution Control Requirements. Neither alternative is anticipated to create adverse effects on the air quality of this attainment area. Refer to the 2008 CE for a discussion of Mobile Source Air Toxics (MSATs) for the project.

5.9 INDIRECT AND CUMULATIVE EFFECTS

Alternative 2 quadrant options permanently alter travel patterns and access to several properties near the intersection of Kerr Avenue and Market Street. It will reduce travel times systemwide by an estimated six minutes compared to the No-Build Alternative. The study area is nearly built-out and local planners do not expect either Alternative 1 or Alternative 2 to change land use patterns or encourage substantial new development. Therefore, a detailed indirect and cumulative effects study is not required (*CLA Addendum, August 2010*).

5.10 SUMMARY OF IMPACTS

Table 9 shows a comparison of impacts for Alternative 1 and Alternative 2, Options B and C. As discussed earlier, Alternative 2 Option B will cause the most relocations, cause the most jurisdictional impacts, and have the greatest cost. Alternative 1 will cause the fewest relocations, cause the fewest impacts to jurisdictional resources, and cost the least. Alternative 1, however, is not consistent with the Wilmington MPO's objective of enhancing bicycle and pedestrian travel at the Kerr Avenue/Market Street intersection. The MPO voted to reallocate funds from other projects to accommodate the approximately \$9 million additional cost of the quadrant alternative compared to the conventional widening.

Table 9. Summary of Impacts by Alternative

Environmental Feature	Section B ¹			Section C ²
	Alternative 1	Alternative 2		
		Option B	Option C (preferred)	
Residential Relocations	10	16	13	15
Commercial Relocations	10	11	11	1
Air Quality	No Impact			
Historic/Archaeological Resources	No Impact			
Section 4(f) Resources	No Impact			
Streams (linear feet)	0	36	0	232
Linear water features (ditches) –linear feet	57.8	570.6	259.5	0
Permanent Wetland Impacts (acres)	0	0	0	0.36
Temporary Wetland Impacts (acres)	0	0	0	0.55
Federally Protected Species	No Effect			
Cost ³	\$34,191,160	\$43,646,896	\$43,491,160	\$20,755,747

¹Section B includes the widening portion of the project from just south of Randall Parkway to New Centre Drive.

²Section C includes the interchange area from New Centre Drive to just north of MLK, Jr. Parkway. Impacts for Section C are for the half clover interchange design and are the same for both alternatives.

³Cost includes right of way, construction and utilities.